

**CITY OF MILWAUKIE  
CITY COUNCIL WORK SESSION  
SEPTEMBER 16, 1997**

**Mayor Lomnicki** called the work session to order at 4:45 p.m. in the second floor conference room at Milwaukie City Hall.

Councilors present: Schreiber, and Kappa.

Staff present: Pat DuVal, Recorder/Secretary; Dan Pava; Senior Planner, and Maggie Collins, Community Development

**Information Sharing**

1. **Councilmember Schreiber** reported the North Clackamas Chamber of Commerce was probably not going to endorse the County gas tax and vehicle registration increase. The funding split did not seem equitable, and the solution seemed to be short term. The Economic Development Committee felt the measures had been written differently than first presented. Metro's survey of Chamber members indicated they recommended a slight extension of the urban growth boundaries with density plans put in place by local jurisdictions. Chamber members also supported highways, light rail, overpasses, and maintenance in that order.

**Mayor Lomnicki** stated he understood West Linn did not support the County's transportation funding measures.

**Councilmember Kappa** said Milwaukie had not come out in either support or opposition.

**Mayor Lomnicki** said the City Council could alter its position. He understood a new fund distribution formula would be developed in the second year.

**DuVal** stated the resolution Council adopted refers to supporting the County gas tax and vehicle registration fee measures.

**Councilmember Schreiber** suggested Council let the issue go but talk to the County about the revenue-sharing formula.

**Mayor Lomnicki** suggested Council discuss the issue at the next work session when all members were present.

2. **Councilmember Kappa** mentioned the SB 122 Phase II Report and asked if there would be further discussions. The Report referenced the White Paper, but it was not included.

**Councilmember Schreiber** considered the White Paper a working paper and indicated her disappointment with the report.

3. **Mayor Lomnicki** discussed contact from Realtors regarding current sign code issues. **DuVal** reported there was a letter writing campaign by the Realtors, and Council had copies of correspondence in their packets. Staff was responding to each letter. Neighborhood Services Coordinator Gregory will publish an informational piece in the next *Pilot* and, in the long-term, complete a sign code review. **Councilmember Schreiber** said the Realtors with whom she had contact were satisfied that the City Council was aware of the issue and that some resolution would be forthcoming.

4. **Councilmember Schreiber** said she had spoken with Pat Allen, OEDD, regarding the Precision Castparts proposal.

5. **Mayor Lomnicki** noted the upcoming Clackamas Cities dinner meeting in Sandy.

6. **DuVal** announced the September 23<sup>rd</sup> City Council/Neighborhood/Board and Commission work session in preparation for the September 27<sup>th</sup> retreat at OIT.

7. **DuVal** gave a status report on the recall petition effort. Mayor Lomnicki asked her to check to see if anything else, such as an opinion poll, could be included on the ballot.

#### **McLoughlin Blvd. Design Scenarios in the Regional Center (Dan Pava)**

Rick Keane, ODOT, and Tom Kloster, Metro, were in attendance.

**Collins** gave an overview of the presentation.

**Pava** updated Council on the Regional Center/McLoughlin Blvd. design scenarios. Council has discussed several methods of altering McLoughlin Blvd. It was consensus that four lanes are necessary in order for the road to function both regionally as a north/south route and to circulate internal traffic. He discussed the limitations of an eighty-foot right-of-way limits design options.

Boulevard components include sidewalks, travel lanes, a median or pedestrian refuge, street plantings, bicycle lanes, and parking. These various elements can be linked in different combinations and will simply yield different right-of-way cross sections. He discussed a design that could interface with the proposed South/North Light Rail options.

**Keane** reviewed several scenarios and indicated the purpose of the work session was to narrow the options so ODOT could begin its design process. Existing constraints were Johnson Creek, Sequoia trees, and the railroad trestle on the south.

**Pava** said staff needs clarification from Council of what it feels is essential for the future.

**Kloster** presented slides of sample designs including Gresham's downtown. He discussed the Metro 2040 Plan and the Central City and Regional Center concepts. Metro uses street design as a way to organize other systems. The proposed McLoughlin Blvd. project will be contained within the Regional Center area.

**Councilmember Schreiber** discussed limited access and not having a stop light at every corner.

**Collins** said the proposed Regional Center guidelines recommend only three signals.

**Councilmember Kappa** asked if street designs had to go hand-in-hand with the City's zoning. **Collins** replied it did only as it affects adjacent private property. The interim action does require development on the east side of McLoughlin to donate five feet of right-of-way for sidewalks.

**Councilmember Schreiber** discussed the feasibility of a park trail on the west side instead of sidewalks and enhancement of the entire area to include the Springwater Corridor.

**Pava** said that issue has a relationship to light rail placement. He recommended sidewalks on both sides.

**Collins** discussed the riverfront multi-use path.

**Kloster** suggested City Council think in terms of the Waterfront Park in Portland with a large open area between Front Avenue and the river. He urged the Council not be timid about spending extra money to develop a first-class project.

**Mayor Lomnicki** discussed a double-median concept and frontage road system. This could accommodate parking, bike lanes, and local access.

**Councilmember Kappa** was concerned about taking too much riverfront property for the design.

**Collins** stated the real impact would be parking on both the east and west sides of McLoughlin Blvd.

**Councilmember Schreiber** stated she felt another impact was financial. The City owns most of the west side, but property on the east side would have to be purchased.

**Mayor Lomnicki** requested that Community Development look at a different way of treating left turn lanes from the way they were shown on the presentation.

**Keane** reminded the City Council the design would have to have bike lanes to be acceptable.

**City Council** gave the following guidelines to be considered in the design of the McLoughlin Boulevard: four travel lanes; bike lanes on McLoughlin Blvd.; parking on east side only; wide sidewalks with planting strips; and a median on east side. Councilors wanted 80 - 90% of the pedestrians to be able to cross the entire street without relying on a pedestrian refuge.

### **Water Tower Park Master Plan**

North Clackamas Park and Recreation District staff Diane Campbell and Thom Kaffun presented the staff report.

The Parks District held three meetings with Ardenwald citizen from which three design proposals were developed. Ardenwald citizens selected the option that included removing of the concrete block; developing activities including basketball under the tower; adding picnic tables and sidewalks; enlarging the existing play area; and developing a green, open space.

**Councilmember Schreiber** asked if this plan conflicted with the existing communication tower lease agreements. **Campbell** said it would not. The total cost was estimated between one hundred thousand and one hundred fifty thousand dollars.

**Councilmember Kappa** asked if revenues from the tower rentals could be used to start the project.

**Mayor Lomnicki** said the Parks District usually funds this type of improvement. The City Council could consider allocating matching funds to accelerate the project.

**Campbell** said the Plan will go before the Planning Commission on October 14<sup>th</sup>.

Barb Kwapich  
Barb Kwapich, Recorder